what results are achieved. I can mention two or three of our centres. For instance, as far as archery is concerned—the special area game—we picked up tribal youth from all over the country and within one year of training, I am glad to tell the hon. Member that a youngman from Rajasthan who was working in the stone quarry one year ago, has today achieved third position in the national senior championships in archery. Number of others whom we picked up from the tribal areas for training in the sports centres of the country are today reaching the national mark because of special emphasis being laid on their training, and I hope this will be followed up in the years to come.

श्री प्रमोद महाजन : सभापति जी, प्रश्न मूल रूप में महाराष्ट्र और पुणे से सम्बन्धित होने के कारण मैं फिर से पूछना चाहता हूं कि आज के महाराष्ट्र की कुश्ती में कोल्हापुर सांगली और पुणे के सभी पहलवानों को नांदेड़ के पहलवानों ने हरा दिया है (व्यवधान) यह देखते हुए क्या राष्ट्रीय खेल संस्थान नांदेड़ को शुरू करने पर सरकार विचार करेगी ?

SHRIMATI MARGARET ALVA: We will probably have to have a match between defferent centres of Maharashtra and decide on the results.

SHRI PARVATHANENI UPENDRA: Have you decided to give one whole hour of this Question Hour to the charming Minister?

MR. CHAIRMAN: As I said I do not want to have another scene like yesterday.

SHRI VITHALBHAI MOTIRAM PATEL: I would like to know whether it is a fact that the Government have already paid eight lakh dollars by accepting the proposal of West Indies. After the Reliance Cup, why has the Government again accepted the proposal of the West Indies and spent eight lakh dollars?

SHRIMATI MARGARET ALVA: Sir, there was a proposal for this visit. There are arrangements between the international and the national boards, as far as cricket is concerned. It is part of the requirement the certain payments have to be made when you accept a tour. This tour was already under discussion and since it had to take place, the money had to be automatically released if the tour was to take place.

SHRI SANTOSH MOHAN DEV: We have already lost two wickets.

Indian vessel attacked by U.S. Navy in the Gulf

*263. SHRI SOHAN LAL DHUSIYA:
SHRIMATI VEENA VERMA:†

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the circumstances under which an unarmed Indian vessel in the Persian Gulf was fired at by U.S. Navy killing one member of the crew on November 1, 1987;

(b) whether Government have taken up the matter with U.S. Government; and if so, what is its response; and

(c) what steps Government are taking to ensure that such incidents do not recur as this is the second vessel of India to be hit in the last two months?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) No Indian vessel was attacked by U.S. Navy. However one Indian national on a UAE fishing boat died as a result of an attack on it by a U.S. Naval Ship on 1-11-87.

(b) Ministry of External Affairs has intimated that the U.S. Government has expressed their regret over the incident. Necessary investigations are being conducted by U.S. Navy.

(c) While no arrangements exist to enlist protection for Indian shipping in the Gulf, Government of India is supporting

†The question was actually asked on the woor of the House by Shrimati Veena Verma.

all efforts to bring about an end to the Iran-Iraq War, and to ensure freedom of navigation in the international waters of the Gulf. A Navigational waring was also promulgated in 1984 to the shipowners to keep themselves aloof from the war Zone.

श्रीमती वीणा वर्मा : महोदय, माननीय मंत्री जी ने बताया कि भारतीय नौवहन की सुरक्षा के लिये कोई व्यवस्था नहीं की गई है । अतः मैं मंत्री जी से पूछना चाहती हूं कि भारतीय नौवहन की सुरक्षा की व्यवस्था क्यों नहीं की गई है जिससे इस तरह की दुर्घटनायें न हों ?

श्री राजेश पायलट : चेयरमैन सर, जैसा मैंने अपने उत्तर में कहा कि ऐसा कोई सिस्टम नहीं हो सकता जहां हम शिप्स को सुरक्षा दे सकें । लेकिन इंटरनेशनल लेवल पर हम लोग जो कोशिश कर रहे हैं वह कोशिश जारी है । हमने शिप ओनर्स को यह वार्निंग दे दी है जो वार जोन है वहां वे अपनी सुरक्षा अपने आप करें ।

श्रीमती वीणा वर्मा : मंत्री जी ने अभी अपने जवाब में बताया कि यू० एस० सरकार ने इस दुर्घटना पर दुख व्यक्त किया है । तो मैं मंत्री जी से पूछना चाहती हूं कि क्या कोई ऐसा आश्वासन भी यू० एस० सरकार ने दिया है कि आगे ऐसी घटनायें नहीं होंगी ?

श्री राजेश पायलट : चेयरमैन साहब, मैं हाउस को इस इंसीडेंट के बारे में थोड़ा डिटेल में बता दूं अदरवाइज दिस बिल भी कनफ्यूजिंग थिंग । दो फिशिंग बोट एक नवम्बर को समुद्र में जा रहीं थी जो यू०ए०ई० सरकार की थी । एक नेवल का शिप उधर से आ रहा था । नेवल शिप जैसे ही आया इन दो बोट में से एक बोट खराब हो गई । एक मैकेनिक जो इंडियन नेशनल था बोट नं० 22 में से बोट नं० 17 में आया और उसने उसका जो मैकेनिकल डिफेक्ट था उसको ठीक कर दिया । पहली बोट तो चली गई लेकिन दूसरी बोट जब चलने लगी तो उन्होंने शिप देखा । शिप ने इनको लाइट दी और बोट ने भी लाइट दी । लेकिन इसके बावजूद यू०एस० नेवल शिप ने बोट पर फायरिंग कर दिया । बाकी लोग तो बच गये लेकिन जो इंडियन नेशनल बोट पर था उसको गोली लगी और जब तक हास्पिटल ले जाया गया तो उसकी डेथ हो गई । यू० एस० गवर्नमेंट ने विदेश मंत्रालय को रेग्रेट किया और उन्होंने कहा कि इस बारे में इन्क्वायरी करके कार्यवाही हम अपनी तरफ से करेंगे । हमारी सरकार का इंन्टरेस्ट इसमें यह है कि वह इंडियन नेशनल था और वहां पर काम करता था, उस बोट पर था । इसके साथ ही इंटरनेशनल शिप आर्गनाइजेशन की तरफ से जो कुछ भी हम कर सकते हैं उसके लिये भारत सरकार कोशिश कर रही है । लेकिन मैं कोई ऐसी बात नहीं कह सकता कि आगे क्या कदम उठायेंगे क्योंकि बेसिकली यह मामला एक्सटर्नल एफेयर्स मिनिस्ट्री का है और आपने इसे मेरे डिपार्टमेंट में रख दिया ।

SHRI KAPIL VERMA: Sir, I am a little surprised at the statement of the hon. Minister that the boat belonged to the U.A.E. I have in my hand a Press clipping quoting the Pentagon. This is dated November 4, from Washington. It is a very important agency which has quoted the Pentagon. It says: I quote: "The Pentagon officially acknowledged that the hit boat was Indian". But the hon. Minister says that it belonged to the U.A.E. I do not know which is correct. Let the hon. Minister explain this contradiction. How has he reached this conclusion? Why the Pentagon has said like that? Secondly, the U.S. Defence Ministry also said that the Indian boat appeared to be involved with the Iranians in the incidents in the Persian Gulf. I would like the hon. Minister to reply to this charge of Indian involvement with the Iranians. Thirdly, what was the provocation because it is not for the first time that this has happened? It is the third time that this has happened. Let the hon. Minister explain the contradiction.

SHRI RAJESH PILOT: Sir, this is the information available with the Government. But the hon. Member has said that he has read it in newspapers and a very reliable agency has said it; then, I will check it up with the Government.

MR. CHAIRMAN: He will go into it. You give him all the papers that you have got.

SHRI KAPIL VERMA: Sir, when the US Defence Department makes an official statement, it has to be relied upon. The Minister says that it is U.A.E. and the U.S. Defence Department says that it is Indian.

MR. CHAIRMAN: You give him the papers in which the statement has been made by them.

SHRI RAJESH PILOT: As I said before, Sir, we have to rely on Government information and we cannot rely on U.S. Government information. Let the hon. Member give me the information. I will come back to the House if there is any contradiction or information supplied to us is wrong.

MR. CHAIRMAN: That is what I say.

श्री बी० सत्यनारायण रेड्डी : सभापति, महोदय, यह दूसरी बार है जो हमारे जहाज के साथ दुर्घटना हुई है। हमारे संबंध पूरे गल्फ देशों से ठीक है, दोस्ताना हैं और ईरान से भी हैं। हाल में अमरिका से भी दोस्ती बढ़ रही है। मैं यह समझने से कासिर हूं, कि मंत्री महोदय कहते हैं कि वहां जो दुर्घटना हुई है, उसमें पहले कोई इन्तजाम नहीं किये गये, इनको बचाने के लिये लेकिन आइंदा किये जायेंगे। मैं मंत्री महोदय से जानना चाहूंगा कि जब हमारे संबंध गल्फ देशों से अच्छे हैं, ईरान से भी ठीक हैं और यू०एस०ए० से संबंध ठीक बन रहे हैं, तो आपने पहले से इन तमाम देशों को क्यों नहीं ताकीद की कि जो हिन्दुस्तान के जहाज यहां से गुजरेंगे, उन पर कोई हमला न हो। यह तदबीर क्यों नहीं अख्तियार की गयी, जिससे ये दुर्घटनायें न हों। मैं मंत्री महोदय से जानना चाहूंगा कि जो देश इन आश्वासनों के खिलाफ कार्यवाही कर रहे हैं और जो दुर्घटनाएं हमारे जहाजों के साथ हो रही है क्या उन के खिलाफ कार्यवाही करने के संबंध में सरकार सोच रही है ?

श्री राजेश पायलट : मैं एक बार और सदन को बताना चाहता हूं सरकार की तरफ से कि यह इंडियन फिशिंग बोट नहीं थी, जो मुझ पर इन्फारमेशन सरकार की तरफ से है।

As on 1st November, 1987 there were two boats which left for shipping. The place is called Al Hira Jetty of Sharjah. They left on the morning of 1st November, 1987. The first boat is: Fibre Glass Fishing speed boat fitted with two outboard engines of 85 HP each. Length about 30 ft. The owner's name is Mr. Abdullah Salem Al Mutawa. The identity No. is 17. The name of the boat is "Al Hudi". There were three crew members, *viz.*, (i) Govind Purshottam Tandel; (ii) Keshval Lal Lallu and (iii) Jagdish Bhagwan (real name). Name in the Passport Bhagwan Kanji.

The second boat is: Fibre Glass Fishing speed boat fitted with two engines of 115 HP each. The length of the boat is about 30 ft. The owner's name is Mr. Ali Easa. The identity No. is 22. There were three crew members, *viz.*, (i) Jayanti Lal Govanbhai Koli; (ii) Rama Bhai Madhav and (iii) Babu Budhiya. So, this was not an Indian boat. Only the Indian person who was working for the UAE employer was involved. It was not an Indian boat which was hit.

DR. H. P. SHARMA: Sir, freedom of navigation is universally accepted part of international law. But the answer to part (c) of the question says that the Government is supporting all efforts to ensure freedom of navigation. Would the Minister care to elaborate what are all these efforts? Because to my knowledge the Government have expressed that we do not have armed capability to extend protection, there is no international effort as such and there is only a pooled reserve, a collection of countries. What are our efforts in which you are extending protection?

SHRI RAJESH PILOT: Sir, I have mentioned that we are involved in trade in that sector. I also said that it is a totally international matter.

MR. CHAIRMAN: You have all diplomatic means.

SHRI RAJESH PILOT: Details can be asked from the Ministry of External Affairs as to what initiative the Government of India is taking in this regard. But from our Department we have issued warnings and told them to take all precautions on the shipping lines for the trade. We are trying to do our best in that direction.

SHRI M. KADHARSHA: Whenever there is a train accident or robbery, the Railway Ministry pass on the responsibility to the State Government. But I am happy that the Minister of Surface Transport has not passed the responsibility to the U.N. or some other international organisation. But the fact is that there are recurring incidents of attack on Indian vessels. Even a few weeks before an Indian vessel called 'Spic Emerald' was attacked in the Gulf and the Indian Ambassador at Bahrain Mr. Inderjit Singh Rathod himself visited the vessel and complained that it was deliberate and premeditated. Sir, the Indian vessel was questioned about its identity, about its cargo and its destination, and after knowing the answers from the Indian vessel, the Iranian gun-boat attacked with rocket-propelled grenades and machine-gun bullets. As a result...

MR. CHAIRMAN: You ask your question now.

SHRI M. KADHARSHA: Sir, I am putting the question. The Indian seamen are quitting their jobs. Is it a fact or not that so many Indian seamen have quit their jobs on the Indian ships? What protection is being given by the Government to them?

SHRI RAJESH PILOT: I share the feelings of the hon. Members. From the beginning of the war till today there have been very unfortunate incidents. Our trade has also been affected. There have been incidents of firing on our ships. Government has taken a very serious concern of all these things and we have taken up with the concerned Government. Nearly 12 incidents have taken place from the beginning till today. There is great loss of trade and we have really suffered round about Rs. 9 crore loss also. I have sensed the mood of the House and I will pass on the feelings of the Members to the Government to take it up with the concerned governments so that these incidents do not take place again.

SHRI N. K. P. SALVE: Sir, I am glad that the hon. Minister has given details of the incident because reporting in the newspapers was slightly distorted. Naturally we are anguished that an Indian national was killed. But any human life is precious and one cannot understand why should the US Navy ship be firing on the trawlers and fishing boats at all. Whatever may be the purpose of the US Navy ships' patrolling in the Gulf area, is it not a matter of concern to us that there should be firing on unarmed civilian trawlers? If it is so, would the Government take up the larger issue? Regret for Indian life is understandable, but larger issue involved in the US Navy doing this to the boats in the Gulf area is a matter which should create very grave concern in the minds of the Indian Government and the Government should take up the larger issue with the US Government.

SHRI RAJESH PILOT: Sir, as I have mentioned, before the hon. Member asked the question, the Government is very concerned about it. I have also mentioned that from the beginning about 12 incidents have taken place and we have suffered in trade.

MR. CHAIRMAN: So you will take it up.

SHRI RAJESH PILOT: Government will certainly take it up and I assure the House that I will pass on the feelings of the Members to the Government.

MR. CHAIRMAN: Q. No. 264.

SHRI BIR BHADRA PRATAP SINGH: Sir, have I not attracted your attention with regard to this question?

MR. CHAIRMAN: I have to move on.